

CLASSIFIED MESSAGE

DATE

SECRET

ROUTING

1	<i>plm</i>	9
2		10
3		11
4	<i>Idea</i>	12
5		13
6		14
7		15
8		16

10.1

TO :

FROM :

ACTION:

INFO :

IN 51397

osa 1-207x

TO INFO CITE

25X1A6CS E C R E T 231331Z CITE 6895

25X1A6C

25X1A6 INFO

25X1

SUBJ: INCIDENT REPT U-2C

25X1A9AFM

25X1A6A THE FOLLOWING INCIDENT REPT IS FYI AND ACTION. SUMMARY:

U-2C; ALT, BASE PLUS EIGHTEEN, ONE PLUS ZERO AFTER T.O. T.O.
FUEL 1545 (FULL SLIPPERS). PILOT EXPERIENCE; US-2 (ALL MODELS)
668 HRS. FIRST MAX ALT PROFILE (3RD FLT) IN "C" MOD A/S 102 KTS
(3KTS BELOW NORMAL CLIMB SPEED SCHEDULE) FLIGHT CONDITIONS: NIGHT
1945 MST), WEATHER CLEAR, NEGATIVE TURBULENCE.

PILOT WAS MAKING A RT 360 DEGREE TURN ON AUTO PILOT, (TWELVE
DEGREES OF BANK, MACH HOLD OFF) WHEN A/C BEGAN A MILD BUFFET.
PILOT LEVELED A/C WITH A/P AND ATTEMPTED TO DECREASE A/S WITH A/P
PITCH TRIM. A/C OSCILLATED ABOUT ROLL AXIS. PILOT DISENGAGED A/P.
AIRCRAFT WENT INTO VIOLENT ROLL TO THE LEFT. AILERON CONTROL WAS
INEFFECTIVE. RUDDER RESPONSE WAS PARTIAL. A/S REMAINED AT 102
AND AIRCRAFT CONTINUED TO ROLL FROM LEFT TO RIGHT. PILOT REDUCED

SECRET

GROUP 1
EXCLUDED FROM AUTO-
MATIC DOWNGRADING
AND DECLASSIFICATION

25X1A6C

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S E C R E T

PAGE 2

POWER, EXTENDED S/B AND GEAR. AT BASE PLUS 15 FULL CONTROL WAS GAINED. DESCENT FROM PLUS 15 AND LANDING WAS WITHOUT FURTHER INCIDENT.

POST FLIGHT SYSTEM CHECK REVEALED THE FOLLOWING: ELEVATOR RIGGING 15 POUNDS HIGH FROM COCKPIT TO A/P JUNCTION AND FIVE POUNDS LOW FROM A/P JUNCTION TO ALT BELL CRANK. AILERON RIGGING WITHIN SPEC. AP AND COMPASS SYSTEM SAT. PILOT SYSTEM HAD 3KT LEAK IN ONE MINUTE PERIOD. LEAK AT S/B WARNING SWITCH. AIRSPEED INDICATOR BENCH CHECKED ONE HALF KNOT LOW AT 130 KTS.

CAUSE UNKNOWN, MOST PROBABLE CAUSE IS LOW SPEED STALL. PROBABLE CAUSE FACTORS 1. SLOWER THAN NORMAL CLIMB A/S. 2. HIGHER ALT THAN NORMAL COMBINED WITH HIGH GROSS WEIGHT.

IN VIEW OF THE COMMAND CONCERN RELATIVE TO THIS INCIDENT; THE EXTREME IMPORTANCE OF AN ACCURATE PITOT STATIC INSTRUMENT SYSTEM AND THE APPARENT DIFFICULTY BY PILOTS DIFFERENTIATING BETWEEN HIGH AND

25X1A2G LOW SPEED BUFFETT REQUEST THE FOLLOWING ACTIONS BE TAKEN BY []

1. IF PRACTICAL TECH MANUAL 2-2, PARA 2-86F. BE REVISED ESTABLISH ALLOWABLE LEAKAGE RATE OF ONE KT PER MINUTE.

25X1A2G 2. [] EVALUATE PRACTICALITY FOR ESTABLISHING PLUS OR MINUS 1KT TOLERANCE ON A/S INDICATORS ISSUED TO FIELD ACTIVITIES.

3. AF(C) -1-1 FLIGHT HANDBOOK, FIGURE 6-2, PAGE 6-8 BE REVISED TO INCLUDE LOW SPEED STALL BUFFET BOUNDARY FOR VARIOUS FUEL LOADS.

4. FIGURE 6-2 BE ENLARGED TO FACILITATE A MORE ACCURATE INTERPRETATION.

5. FIGURE 6-2 MACH NUMBER BASE BE IN KNOTS OR INCLUDE MACH TO

S E C R E T

25X1A6C IN 51397 [] 6895)

S E C R E T

PAGE 3

IAS CONVERSION LINE.

5. AF (C) -1-1 REVISED TO INCLUDE A CAUTION NOTE STATING ESSENTIALLY THAT SPEED REDUCTIONS IN EXCESS OF TWO KNOTS BELOW RECOMMENDED CLIMB IAS SPEED COULD CAUSE AIRCRAFT TO ENTER LOW SPEED STALL BUFFET BOUNDARY.

7. REQUEST PROPOSAL BY MESSAGE FOR COMPACT FLIGHT LINE PITOT
25X1A9A AND STATIC INSTRUMENT TESTER. REF [] CONVERSATION OF
18 JAN 67.

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